

Westwood & Highland Park Neighborhood Plan

In honor of the donor of the properties which became Westcrest, rename the Westcrest Park the "Clyde Sherman Park".

Acquire small open space areas at east end of SW Thistle St., at bus stops on SW Thistle St. and 25th Ave. SW, at SW Henderson St. and 25th Ave. SW, and at the west entrance to the Westwood Town Center on SW Henderson St.



TRANSPORTATION

IN PRODUCTION

This section of the Plan contains the transportation element of the Westwood & Highland Park Plan focusing on the issues and solutions for the larger planning area apart from those included in the preceding section. These were developed through a series of community meetings and workshops in which the Planning Committee and the planning team worked with the community to identify problems and issues. These issues were analyzed and addressed with related actions and strategies focused on street capacity, safety, pedestrian access, transit service, and other related topics.

A summary of the "All-West Seattle" transportation program is included at the end of the section.

TRANSPORTATION GOALS & POLICIES

Goal *A neighborhood which facilitates movement of people and goods with a particular emphasis on increasing pedestrian safety and access, supporting the economic centers, and encouraging a full range of convenient transportation choices to residents,*

Policy *Seek to enhance pedestrian access and vehicular and bicycle mobility throughout the neighborhood.*

Policy *Encourage the coordination of transportation capital improvements*

Policy *Seek to improve, arterial streets that promote pedestrian safety and mobility throughout the neighborhood.*

Policy *Promote the safe and convenient operation of the Delridge Way SW corridor by improving traffic flow and intersection operation, transit accessibility, and pedestrian and bicycle safety and convenience.*

Policy *Seek to enhance east/west pedestrian linkages with pedestrian improvements along SW Trenton Street, and SW Thistle Street.*

Policy *Seek improved internal east-west transit linkages within the neighborhood,*

TRANSPORTATION SOLUTIONS

The following provides information regarding the analysis and recommendations which emerged from the transportation issues identified by the community. These are organized geographic segments or transportation modes. Many other pedestrian improvement recommendations are

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included in the Parks and Open Space section of the plan.

DELRIDGE WAYS W CORRIDOR

Roadway configuration, sidestreet connections, intersection channelization, and traffic control in the Delridge Way SW Corridor do not adequately support safe, convenient traffic operations at numerous locations.

The Delridge Way SW corridor plays multiple roles in the street system serving the Westwood & Highland Park neighborhoods. Delridge Way SW links the neighborhoods north to the West Seattle Bridge, and to the surrounding Delridge, Admiral, and Alki neighborhoods. Delridge Way SW also links the neighborhoods south to SR-509 and the First Avenue South Bridge (via SW Roxbury St. and Olson Pl. SW.), and to the White Center area. In addition, Delridge Way SW provides access to neighborhood commercial areas and distributes traffic to and from the east-west streets providing access to lower density residential areas. King County Metro transit operates bus service on Delridge Way SW.

In playing these roles, Delridge Way SW must serve as a main thoroughfare for peak commuter traffic, for local traffic, and for bicycle traffic. Delridge Way SW also must accommodate transit by facilitating efficient bus operations and by providing safe and convenient pedestrian access to and from bus stops. Because some of Delridge Way SW's roles may conflict with others, it is important that Delridge Way SW be designed and operated in a way that balances the needs of traffic capacity, bicycle and pedestrian safety, and neighborhood access.

Objectives and Issues. Improve traffic flow and intersection operation; reduce the incidence of traffic short-cutting on local streets caused or encouraged by Delridge Way SW congestion

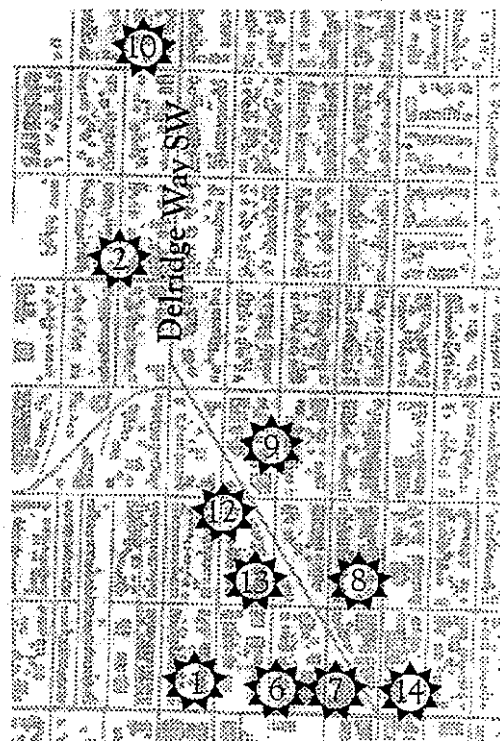
- . identify locations for turn lanes, turn restrictions, and traffic control modifications

Improve transit accessibility

- . identify opportunities for consolidating or relocating bus stops
- . identify locations where shelters are needed
- . identify pedestrian crossing improvements at bus stops (see below)

Improve pedestrian and bicycle safety and convenience

- identify locations for curb bulbs, mid-block refuges and medians, curb ramps, pedestrian signals, and other pedestrian safety devices and crossings
- consider need and appropriateness of bicycle lanes

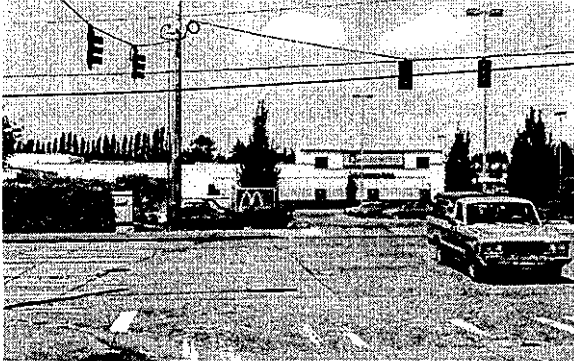


See Transportation Recommendations Figure for Key

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Pedestrian Amenities & Transit

Relocate bus stop to maximize safety, comfort and accessibility. Other pedestrian improvements at bus stop locations include: curb bulbs, refuge islands, signals and marked pedestrian crossings.



Through the Transit Initiative Strategy, improve service links from Westwood and Highland Park to other communities and centers, which will augment newly introduced service: This includes Regional Express service, local transit and potential future models. Plan for the location and development of transit centers and stops integrated with other community initiatives like the Delridge Way SW, Gateways, and 16th Street Area Plan.

Land Use

Remove advertising prohibition in transit shelters in order to make available advertising revenue to maintain the shelters.

Transportation

In coordination with The Delridge Neighborhood Plan and peninsula-wide transportation improvements, prepare a Comprehensive Delridge Way SW Corridor Traffic Control and Pedestrian Safety Plan:

- . Establish project "Task Force" or "Work Group"
- . Develop alternatives intersection/ roadway lane configuration, channelization, and traffic control options (including installation of left turn lanes):
 - . At signalized intersections
 - . At intersection of SW Barton St. and Delridge Way SW
 - . At intersection of 17th Ave. SW, SW Cambridge St. and Delridge Way SW
 - . At intersection of SW Roxbury St., 16th Ave. SW and Delridge Way SW

At Delridge Way SW, SW Henderson St., and SW Cambridge St., specify and collect intersection traffic counts (turning / through movements):

Develop alternatives intersections and roadway lane configuration, channelization, and traffic control options (including installation of left turn lanes)

Specify and collect intersection traffic counts (turning / through movements):

- . identify intersections, specify analysis periods morning, noon, and/or afternoon peaks, and make counts
- . Select preferred alternative; prepare complete conceptual plan.

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Project Development Next Steps

- Prepare traffic capacity and operational analyses
- Specify type and location of street, intersection, lane configuration, channelization, traffic control, and pedestrian improvements
- Prepare complete conceptual plan for recommended corridor improvements

SeaTran and Seattle Public Utilities are currently scoping and initiating a UATA-funded signal interconnect and street improvement project that comprises street and signalization improvements on Delridge Way SW between SW Holly St. and SW Henderson St. In this project area, street, traffic control, and streetscape improvement recommendations also are being developed for the Westwood & Highland Park and Delridge Phase 2 Neighborhood Plans.

The Westwood & Highland Park neighborhood Plan recommends that many of the improvements described above may be incorporated in this pending signal interconnect and street improvement project; furthermore, the Delridge Way SW “project can and should be designed to facilitate - or at minimum, not preclude - future implementation of those improvements identified by the Westwood & Highland Park Planning Committee that cannot be incorporated in the current project. The same holds true for the improvements being developed and considered by the Delridge Neighborhood.

Because the neighborhoods’ street and traffic control improvement recommendations are not now specific or detailed enough for engineering designs to be prepared, several traffic analysis and conceptual design tasks must be

undertaken to develop the necessary specifics and detail. These tasks must be completed in a fairly short timeframe so that the already-established project schedule - on which its funding is predicated - can be maintained. The following work scope proposes a process to address the necessary traffic analysis and conceptual design tasks for the Westwood & Highland Park improvements.

Establish project “Task Force” or “Work Group:”

- Westwood & Highland Park and Delridge neighborhood group representatives
- Seattle Department of Neighborhoods
- SeaTran
- Seattle Public Utilities
- King County Metro Transit
- Sound Transit

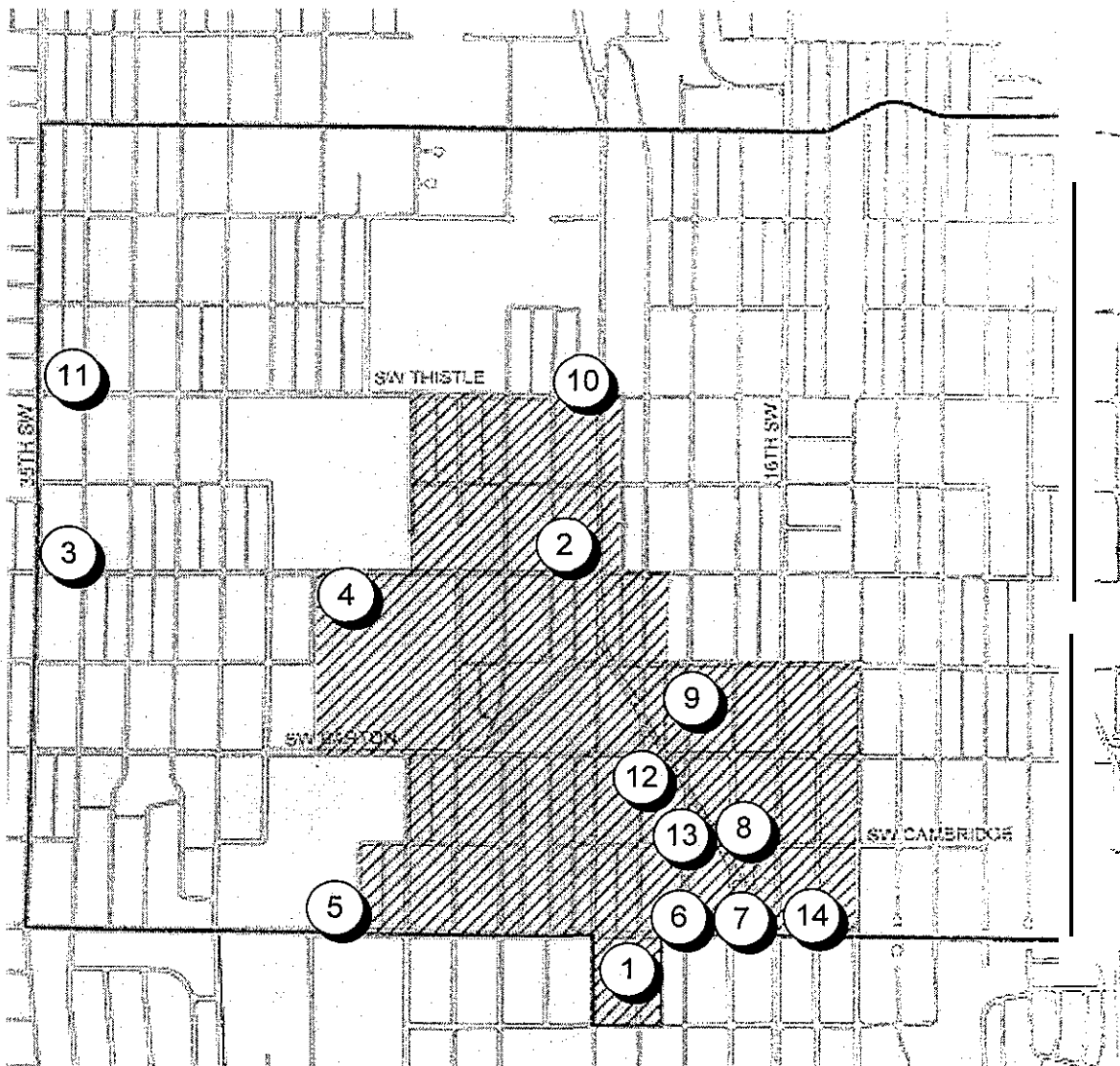
Specify and collect intersection traffic counts (turning and through movements):

- identify intersections
- specify analysis periods: morning, noon, and afternoon peaks
- make counts

Develop alternatives

- intersection and roadway lane configuration, channelization, and traffic control options (including installation of left turn lanes):
 - ➔ At the signalized intersections
 - ➔ At the intersection of SW Trenton St. and Delridge Way SW
 - ➔ At the intersection of 17th Ave. SW, SW Cambridge St. and Delridge
 - ➔ At the intersection of SW Roxbury St., 16th Ave. SW and Delridge Way SW.
- bus stop relocations
- pedestrian improvements: type (e.g., curb bulbs, refuge islands, signals) and location

PROPOSED TRANSPORTATION IMPROVEMENTS



LEGEND

- | | |
|---|---|
| 1. Analyze right-of-way width for boulevard treatment | 28 th Ave SW & 14 th Ave SW |
| 2. Left Turn pockets at traffic signal | Delridge Way SW & SW Trenton |
| 3. Left Turn pockets at traffic signal | 35 th Ave SW & SW Trenton |
| 4. Turn pocket at entrance to Westwood Town Center | Next to Post Office in Town Center |
| 5. Install bus pullout | SW Roxbury & 28 th Ave SW |
| 6. Resolve safety hazards at 2-lane to 1-lane merge | 17 th Ave SW & S W Roxbury |
| 7. Conduct traffic operations and safety study | Delridge, 17 th , Cambridge Intersection |
| 8. Resolve long waits, dangerous turns, insufficient radius | 17 Ave SW & SW Roxbury |
| 9. Consider a three way stop and elimination of free left | Delridge Way SW & SW Thistle |
| 10. Left turn pockets and lights | 17 th Ave SW to Delridge Way S W |
| 11. Left turn pockets and lights | 35 th Ave SW & SW Thistle |
| 12. Study traffic control and pedestrian safety | SW Barton & Delridge Way SW |
| 13. Study traffic control and pedestrian safety | 17 th /Cambridge/Delridge Way SW |
| 14. Study traffic control and pedestrian safety | SW Roxbury/16 th /Delridge Way SW |

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Select preferred alternative; prepare complete conceptual plan for design and construction.

TRANSIT SERVICE RECOMMENDATIONS

Transit is an integral part of the transportation system serving the Westwood & Highland Park neighborhoods. King County Metro buses serve the downtown Seattle and Duwamish Industrial Area commuters, and provide access to neighborhood commercial areas. Transit also is important because it reduces the number of cars using the over-burdened West Seattle Bridge and First Ave. S Bridge enroute to and from the neighborhood.

Because Westwood & Highland Park transit service is for the most part oriented to the

West Seattle Bridge and downtown Seattle, however, the bus routes run north-south and there is little east-west service. As a result, transit does not serve east-west "travel within the neighborhood (e.g., to and from Westwood Village), travel to and from the Fauntleroy ferry terminal, or trips to and from parks and Puget Sound recreational areas.

Objectives & Issues

Review and evaluate basic route structure serving the neighborhood: identify route revisions to be considered in future King County Metro service planning efforts

Improve the convenience of access and the network connectivity of the transit system
• maintain and improve direct connections to and from downtown Seattle; improve connections to the



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- Eastside (1-405 corridor) and other regional employment centers
- improve bus passenger and pedestrian safety and convenience at bus stops
- improve internal neighborhood and other east-west transit connections

Maximize Westwood & Highland Park access to planned citywide and regional transit services (i.e., Monorail, RTA Express Bus service, Elliott Bay Water Transit service, etc.)

TABLE 7
Roadway/Traffic Control Inventory

Street	Section	Lanes	On-Street Parking	Signalized Intersections	Marked Crosswalks
35th Ave.	SW SW Holden St. - SW Roxbury St.	4	both sides	Holden, Thistle, Trenton, Henderson*, Barton, Roxbury*	
16th Ave.	SW SW Holden St. - SW Roxbury St.	2	both sides	Holden, Henderson (all-way stop), Roxbury	
9th Ave. - 8th Ave. SW	SW Holden St. - SW Roxbury St.	2	both sides	Roxbury	
SW Holden St.	35th Ave. SW - Delridge Way SW	2	both sides	35th, Delridge	between 28th and 29th
	16th Ave. SW - 9th Ave. SW	2	both sides	16th	
SW Thistle St.	35th Ave. SW - Delridge Way SW	2	both sides	35th, Delridge	east of 30th, at 26th
SW Trenton St.	35th Ave. SW - Delridge Way SW	2	both sides	35th, Delridge	
SW Barton St.	35th Ave. SW - Delridge Way SW	2	both sides	35th, 30th*, Westwood Village/26th, Delridge	between 26th and 29th
SW Henderson St.	Delridge Way SW - 9th Ave. SW	2	both sides	Delridge, 16th (all-way stop)	11th
SW Roxbury St.	35th Ave. SW - 8th Ave. SW	4	no	35th, 30th*, 27th (peal), 26th, 20th (peal), 17th, 16th, 15th, 8th*	

* left turns made from travel lane (no left turn lanes)

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Traffic Management/Calming and Spot Improvements

There are a number of local streets and intersections throughout the Westwood & Highland Park neighborhoods that experience excessive speeds or inappropriate through-traffic flows that create safety hazards for other motorists, pedestrians, and bicyclists, cause inconveniences for local residents, and generally degrade the residential environment. These problems can be addressed by means of traffic calming, traffic control, and street network improvements.

Objectives & Issues

Eliminate localized traffic and pedestrian safety hazards and reduce cut-through traffic on neighborhood streets

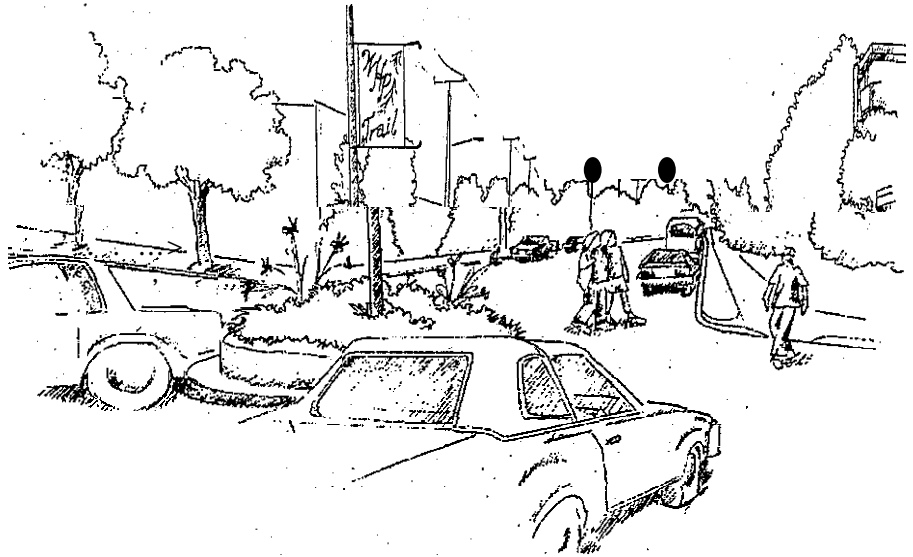
- . identify locations for safety Improvements
- . identify locations for traffic calming measures
- . clarify traffic controls on neighborhood streets

Near-Term Recommendations

Develop a phased action program for installing sidewalks, traffic circles, curbs and gutters, and storm drainage facilities in areas which are undeserved. SW Thistle St. east of Delridge Way SW is to receive initial priority and to include pedestrian and bicycle improvements linked to the arterial improvement program

recommended for SW Thistle St. west of Delridge Way SW.

To ensure better litter control, install trash cans at transit stops. Include in this requirement a trash pickup schedule, focusing on Delridge downtown; SW Roxbury St. and Delridge Way SW; and Westwood Town Center.



ACTION PROGRAM FOR WEST SEATTLE ACCESS

Introduction

This section of the plan summarizes a collaborative process in representatives of the five West Seattle "planning" neighborhoods - Admiral, West Seattle Junction, Morgan Junction, Delridge, and Westwood & Highland Park, and representatives of the Alki and Fauntleroy neighborhoods -- have developed a comprehensive and coordinated set of transportation recommendations for West Seattle. A separate report detailing the

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finding, conclusions, and recommendations of this effort is available from the Neighborhood Planning Offices.

The objectives of this process were to:
Identify and define the transportation system problems and deficiencies that are of greatest concern to West Seattle neighborhoods

Establish a process for addressing those problems and **deficiencies**.

Addressing congestion on the West Seattle freeway is of paramount importance to the communities. (In fact, "doing **something**" about the West Seattle Bridge emerged as the number one priority in almost all of the neighborhoods.) In addition to issues related to general West Seattle access and

"The Bridge," a wide range of transportation issues and needs were identified, and each of the neighborhood plans includes a comprehensive set of traffic and transportation system

improvement recommendations. Many of these recommendations are local, focusing on and affecting a particular location or limited area entirely within the neighborhood. Other neighborhood recommendations, however, have broader impacts and implications,

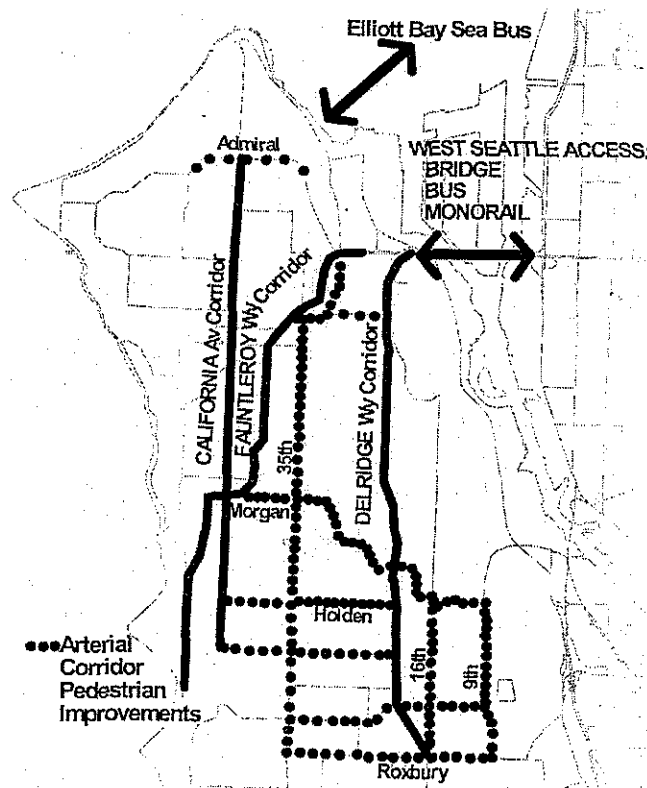
and require concurrence and coordination among two or more neighborhoods.

Although each neighborhood group had limited resources, they all expressed interest in addressing the identified issues of universal concern to West Seattle, especially the issue of congestion on the limited street and highway links connecting West Seattle to the rest of the city and to the regional highway system. Recognizing the need to develop a comprehensive and coordinated set of transportation recommendations for West Seattle, representatives of the five neighborhoods preparing Neighborhood Plans (mentioned above) and representatives of the Alki and Fauntleroy neighborhoods met several times to develop such a set. The

recommendations of this joint "West Seattle Neighborhoods Transportation Committee" are compiled in this Plan. The recommendations also are incorporated in each of the Neighborhood Plans.

The West Seattle recommendations compiled in this Plan are grouped in three categories

- The West Seattle Access Program contains recommendations for improving transportation access into and out of West Seattle. These recommendation focus on all modes



and types of transportation - public and private, auto and transit - and address issues and needs that affect all of West Seattle.

- The West Seattle Circulation Program contains recommendations for improving circulation within and throughout West Seattle. These recommendations focus on the needs of auto, bicycle, and pedestrian circulation within West Seattle. Some recommendations address “system” needs (e.g., the need for a complete network of bicycle routes serving West Seattle) while other recommendations address needs that, although localized in nature, are found throughout West Seattle (e.g., improved pedestrian crossings on arterial streets).
- The Inter-Neighborhood Projects are recommendations for improvements in corridors that are located in and affect more than one neighborhood.

Between 1990 and 2010, the West Seattle travel demand is expected to increase by more than 25% with commuting trips being predominantly oriented towards Central and South Seattle.

Long-Twin All-West-Seattle Recommendations

Develop and implement a comprehensive “action program” of transportation system improvements and actions that will fully address the existing and future access needs of the entire West Seattle community. The action program must:

- define and quantify existing and future access needs
- be comprehensive: it must jointly address all modes of transportation, and it must address all levels of detail, from the “universal”. (e.g., transportation system capacity) to the “microscopic”

(e.g., traffic operations on Bridge on-ramps)

- identify immediate, near-term, and long-range improvements and actions, and develop an implementation program for them

West Seattle Bridge - Spokane St. Viaduct
Bus Operations:

The City of Seattle, the Port of **Seattle**, WSDOT, and Metro should cooperate to provide roadway, intersection, and traffic control improvements that give Regional Express and Metro buses priority to, from, onto, off of, and across the West Seattle Bridge and the Spokane St. Viaduct. Such improvements may include

- add lanes for HOV on the Bridge and the Viaduct
- intersection and ramp queue jump/bypass lanes on Bridge and Viaduct access routes
- traffic signal priority and preemption

Regional Express (RTA) Bus Service

“Regional Express,” the express bus division of Sound Transit (RTA) plans to begin operating a number of express bus routes throughout the region in the fall of 1999. One of the Regional Express routes will operate between Sea-Tac Airport and downtown Seattle via Burien, White Center, Fauntleroy, and West Seattle.

- Recognizing the need to make limited stops on this express service, the Regional Express West Seattle route should maximize the connections and access it provides in West Seattle, including transfers with Metro routes and access to the Fauntleroy Ferry Terminal, ensuring that the Regional Express bus route serves the urban villages along California Ave SW,

- **The** Regional Express West Seattle route should be extended or through-routed via 1-90 to the Eastside after stopping in downtown Seattle.

Elliott Bay "Seabus"

The existing Elliott Bay Water Taxi, begun in 1997, is a summer-season passenger-only ferry service connecting West Seattle and downtown Seattle. The Water Taxi service should be expanded into a permanent year-round system (like Vancouver, BC'S Seabus) that is designed to be an integral and important element of the transportation system serving West Seattle. In order to determine the capital and operational requirements of such a system and to guide its incremental development, a long range comprehensive master plan for facilities and services - on both sides of Elliott Bay - should be prepared.

Connections to the West Seattle Seabus terminal should be expanded and improved. Bus service, shuttle/ circulator service, a potential tram/funicular system, parking (or lack thereof), and bike/peal pathways should be addressed.

Improve and expand public transportation facilities and services providing access to/from West Seattle:

- Improve speed and efficiency of existing and future bus service by enabling buses to avoid traffic congestion
- Expand service coverage in West Seattle make transit services more easily accessible to more people and activities
- Expand transit network connections provide more and better linkages between West Seattle and other parts of the City and region

- Develop new, alternative modes of public transportation to provide additional "auto-less" access to West Seattle (e.g., waterborne transit, monorail)

Metro should continue to expand service hours and frequency of its West Seattle service. Also, Metro should continue to increase the number of West Seattle, Seattle, and King County origins/ destinations served by West Seattle routes.

Several transit "hubs," where multiple bus and rail routes can exchange passengers, should be developed to improve the efficiency, effectiveness, and utility of West Seattle transit service:

- A transit hub on Spokane St. near I-5 would provide West Seattle buses with direct Eastside connections, transfers with South Seattle, South King County, and Eastside bus routes inbound and outbound to/from downtown, and a link to the RTA's future Commuter Rail line.
- A transit hub at the west end of the West Seattle Bridge would provide a connection point for Metro and Regional Express bus routes serving various parts of West Seattle (including shuttles/circulators) and for access to the Elliott Bay "Seabus" terminal.
- A transit hub at the West Seattle Junction would provide a connection point for Metro and Regional Express bus routes serving various parts of West Seattle.
- Encourage electrification of local West Seattle bus routes.

In addition to the hubs, direct bus-only ramps connecting the Spokane St. Viaduct and the E-3 Busway (to/from" the downtown transit tunnel) are needed to

improve travel times for West Seattle-
downtown transit service.

- . identify locations for traffic calming
measures
- . clarify traffic controls on
neighborhood streets

SeaTran should work with West Seattle
neighborhoods to identify appropriate
traffic calming and traffic control devices to
decrease speeds and discourage through
traffic as recommended in the
neighborhood plans

Inter-Neighborhood Projects

The Inter-Neighborhood Projects are
recommendations for improvements in
corridors that are located in and affect more
than one neighborhood.

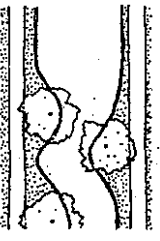
Recommended improvements that involve
more than one neighborhood include:

- . Fauntleroy Way SW corridor
- . Delridge Way SW corridor
- . California Ave. SW corridor

Attachment 1

Excerpt: Making Streets That Work, a neighborhood planning tool City of Seattle, May, 1996 Neighborhood Traffic Management Measures

Chicanes



Chicanes are usually a set of three landscaped curb bulbs that extend out into the street. Chicanes narrow the road to one lane and force motorists to decrease vehicle speed in order to maneuver between them.

best used if

- speeding problems exist (traffic moves at greater than 35 mph)
- neighborhood consensus favors constructing chicanes to reduce traffic speed and volume.

don't use if

- traffic will be diverted onto other non-arterial streets
- chicanes will block driveways (driveways are located less than 20 feet apart)
- travel lane is already one car lane width
- high demand for on-street parking
- street is a major emergency or bus route.

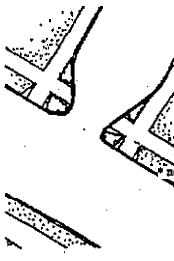
estimated cost and funding
\$8,000 for landscaped chicanes on an asphalt street, \$14,000 for landscaped chicanes on a concrete street. There is no dedicated funding program for chicanes. If SED approves the chicanes, neighbors are encouraged to apply for funding through the Department of Neighborhoods Matching Fund program (see page 96).

note
Approval must be obtained through a petition signed by the immediate adjacent property owners and 60% of neighbors on streets affected by the proposed chicane.

Related case study
Shirley Ridge, page 112

Check it out!
Chicanes are located in Columbia City at 42nd Avenue S. south of Genesee Street.

Choker



A choker is a set of two curb bulbs that extend out into the street. A choker narrows the road, sometimes down to one lane, and causes motorists to slow when entering and exiting the street.

best used if

- high level of cut-through traffic
- a transition is needed from a commercial area to a residential area
- speeding problems exist (many vehicles travel over 35 mph)
- neighborhood consensus favors chokers
- street is wider than 35 feet.

don't use if

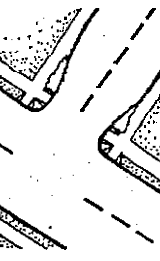
- traffic will be diverted onto other streets
- travel lane is already one car lane width
- high demand for on-street parking
- choker will effect access from or to an adjacent arterial.

estimated cost and funding
\$7,000 for a choker on an asphalt street, \$13,000 for a landscaped choker on a concrete street. There is no dedicated funding program for chokers. If SED approves the choker, neighbors are encouraged to apply for funding from the Neighborhood Matching Fund program (see page 96).

note
Neighborhood approval must be obtained through a petition signed by 60% of neighbors, and 100% of abutting property owners who may be affected by the project.

Check it out!
Chokers have been installed at 26th Avenue N.W. and N.W. 56th Street in Ballard.

Curb Bulbs



Curb bulbs extend the sidewalk into the street. The bulbs, which may be landscaped, improve pedestrian crossings by providing better visibility between pedestrians and motorists, shortening the crossing distance, and reducing the time that pedestrians are in the street. Curb bulbs located at the intersection also prevent people from parking in a crosswalk or blocking a curb ramp. Curb bulbs may encourage motorists to drive more slowly by restricting turning speeds and narrowing the roadway.

best used if

- the intersection is used by many pedestrians
- the curb lane is a permanent, 24-hour parking lane
- a documented pedestrian/vehicle conflict exists involving turning vehicles.

don't use if

- curb lane is used as a travel lane, including lanes that are used for transit, or that have peak hour "no parking" signs
- right or left turn lanes are needed at an intersection
- large curb radii are required due to transit and truck turns
- extremely heavy parking demand (construction of a curb bulb may result in the loss of a parking space).

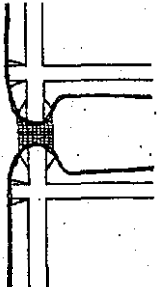
estimated cost and funding
\$10,000 to \$30,000 per bulb. Costs vary depending upon site conditions and design. SED funding exists for 10 to 20 curb bulbs per year. SED program funding levels change annually. Curb bulbs are prioritized based on pedestrian use and benefit.

note
Neighborhood plans should identify intersections that have high pedestrian use and could benefit from a curb bulb. If an intersection does not qualify for SED funds, the neighborhood could pursue the curb bulb through DON Matching Funds (see page 96).

Check it out!
See curb bulbs on Market Street in Ballard, and at 12th Avenue E. and Cerry Way on Capitol Hill.

Related case studies
26th and Lane curb bulbs, page 118
Second Avenue—Balltown, page 106

Full Street Closure



A full closure is a physical barrier that closes the street to motor vehicles. Usually landscaped, a full closure can be built to accommodate pedestrians, bicycles and wheelchairs.

best used if

- street is used as a cut-through route
- a less restrictive device cannot address concerns
- there is a desire to create a pedestrian place.

don't use if

- closure interferes with emergency vehicles or school bus access
- cut-through traffic may be diverted onto other local streets
- no appropriate alternative
- conflicts with other neighborhood priorities, such as increasing access on neighborhood streets
- a turnaround cannot be provided at the street closure.

cost
\$30,000 to \$100,000 for a landscaped street closure. There may be less expensive ways to close the street. SED does not have a dedicated funding program for full closures.

note
Though full closures may be proposed through the neighborhood planning process, they are rarely implemented. Neighborhood approval must be obtained through a petition signed by 60% of the residents on each block that may be affected.

Check it out!
Full street closures have been built at 26th Avenue N.W. and N.W. 56th Street, at 48th Avenue S. and South Morgan Street. Find a landscaped full street closure at 16th Avenue E. and E. Mercer Street on Capitol Hill.

reliminary Cost Estimates

Improvement	Unit Cost
bus-only lanes, queue-jump signal	\$50,000-3+ million
bus stop bulb	\$10,000-15,000
bus zone landing pad	\$1/000-5,000
angle parking	\$1,000 / block
chicane	\$8,000-14,000
choker	\$7,000-13,000
curb radius reduction	\$10/000-20,000
full street closure	\$30,000-100,000
left turn signal	\$10,000-40,000
medians	\$150-200 / linear foot
one-way streets (signs only)	\$500 / block
partial street closure	\$6,500
raised intersection	\$70,000
speed hump	\$2,000
traffic circle	\$4,000-6,000
traffic signal	\$60,000-150,000 ^b
center two-way left turn lane	\$1,000 / block
signs	\$75-100
bike lanes	\$10,000-50,000 / mi
sidewalks	\$10,000-40,000 / block
marked crosswalk	\$300-3,000
curb bulb	\$ 1 0 , 0 0 0 - 2 0 , 0 0 0
curb ramp	\$1,500
pedestrian refuge island	\$6,000-9,000
pedestrian traffic signal	\$15,000-25,000

Source: Making Streets That Work, a neighborhood planning tool, City of Seattle, May, 1996 (except bus-only lanes, sidewalks, and traffic signal)